

Ship TODAY 16-05

Work Order ID 69667

Monday, May 16, 2011 8:47:23 AM

PRELIMINARY ISSUE



Page 1

Item ID: D3025-1

Accept



Setup Start



Revision ID:

Stop



Item Name: Beam

Start Date: 5/16/2011 Start Qty: 2.00

Cust Item ID:

Required Date: 5/16/2011 Req'd Qty: 2.00

Customer:

Reference:

Approvals:

Process Plan:

Date:

Tooling:

Date:

Run Start



QC:

Date:

SPC (Y/N):

Date:

Stop



Sequence ID/  
Work Center ID

Operation  
Description

Set Up/  
Run Hours

Tool ID

Tool #

Plan  
Code

Accept  
Qty

Reject  
Qty

Reject  
Number

Insp.  
Stamp

Draw Nbr

Revision Nbr

D3025

PB1

100

0.00



Waterjet

FLOW WATER JET

Memo

0.00

FLOW CNC Waterjet

1-Cut as per Dwg

Dwg Rev: PB1

Prog Rev: PB1

2-Deburr if necessary

Wait for  
RLSD  
Dwg  
Send ARC TO  
customer.

NOT PULLED

B11-5-16

(2)

110

QC2- Inspect parts off machine FAI/FAIB



QC

Memo

Quality Control

B11-5-16

120

QC8- Inspect parts - second check



QC

Memo

Quality Control

0.00 - inspect to PB1

Dwg only

0.00

8/10/16

(72)

**Work Order ID 69667**

Monday, May 16, 2011 8:47:23 AM

Page 2

Item ID: D3025-1

Accept

Revision ID:

Item Name: Beam

Start Date: 5/16/2011 Start Qty: 2.00

Required Date: 5/16/2011 Req'd Qty: 2.00

Reference:

Cust Item ID:

Customer:

Approvals:

Process Plan:

Date:

Tooling:

Date:

QC:

Date:

SPC (Y/N):

Date:

Run Start

Stop

Sequence ID/  
Work Center IDOperation  
DescriptionSet Up/  
Run Hours

Tool ID

Tool #

Plan  
CodeAccept  
QtyReject  
QtyReject  
NumberInsp.  
Stamp

130

Bend as per dwg  
NC BRAKE

0.00



Brake NC

Memo

0.00

Brake NC

SB 11/6/16

②

140

Chemical Conversion Coat per QSI005 4.1

0.00



HandFinish

Memo

0.00

Hand Finishing

2x of M-L 11/6/16

150

QC3- Inspect Part Finish

0.00



QC

Memo

0.00

Quality Control

2 - BR 11/5/16

# Work Order ID 69667

Monday, May 16, 2011 8:47:23 AM



Page 3

Item ID: D3025-1

Accept



Setup Start



Revision ID:

Stop



Item Name: Beam

Start Date: 5/16/2011 Start Qty: 2.00



Cust Item ID:

Required Date: 5/16/2011 Req'd Qty: 2.00



Customer:

Reference:

Run Start



Approvals:

Process Plan:

Date:

Tooling:

Date:

Stop



QC:

Date:

SPC (Y/N):

Date:

Sequence ID/  
Work Center ID

Operation  
Description

Set Up/  
Run Hours

Tool ID

Tool #

Plan  
Code

Accept  
Qty

Reject  
Qty

Reject  
Number

Insp.  
Stamp

160

Identify as per dwg & Stock Location:

0.00



Packaging

Memo

0.00

Packaging

11/05/16 2

170

QC21- Final Inspection - Work Order Release

0.00



QC

Memo

0.00

Quality Control

MUF  
11-05-16

## POSITIVE RECALL

EFFECTIVE 11.05.16 AUTH W

RELEASED JS DATE 11.05.16

OK TO SHIP TO ASSOCIATED AVIATION  
AND AVIATION PARTS, ISSUE COPC  
AND ARC TO FOLLOW UPON RELEASE  
OF APPROVED D3025 REV.B DWG,  
11.05.16

# Picklist Print

Monday, May 16, 2011 8:47:21 AM

Page 1

Work Order ID: 69667

Parent Item: D3025-1

Parent Item Name: Beam



Start Date: 5/16/2011

Required Date: 5/16/2011

Start Qty: 2.00

Required Qty: 2.00

Comments: IPP C1101.10.26 Added Bending as per Drawing. SM

Component Item ID/ Item Name	Replacement Item ID	Mfg/ Purch	Bin Item	Primary Location	Last Location	Route Seq ID	Unit of Measure	Qty on Hand	Qty per Kit	Total Qty	Qty Issued	Date Issued	Status
M2024T3S.080		Purchased	No			100	sf	144.0000	0.89	1.873684			



2024-T3 .080 sheet



18 A-5-12

Location

Loc Qty

Loc Code

MAT22

144

117684

144

M 2024T 35.080

2024 .080

117392

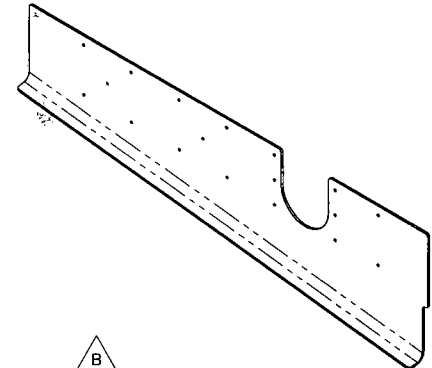
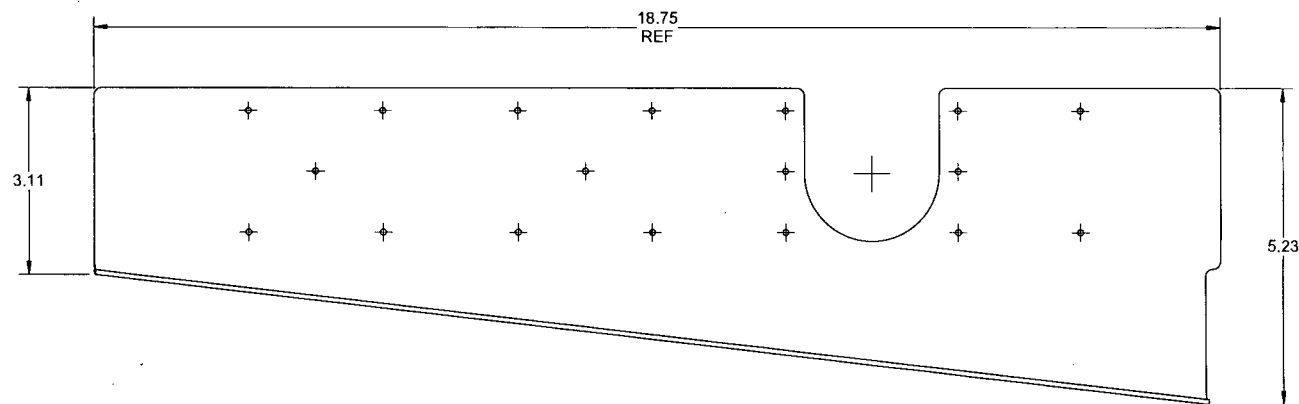
8 7 6 5 4 3 2 1

D

C

B

A



D

C

B

A

# **D3025-1 BEAM**

## **PRELIMINARY ISSUE**

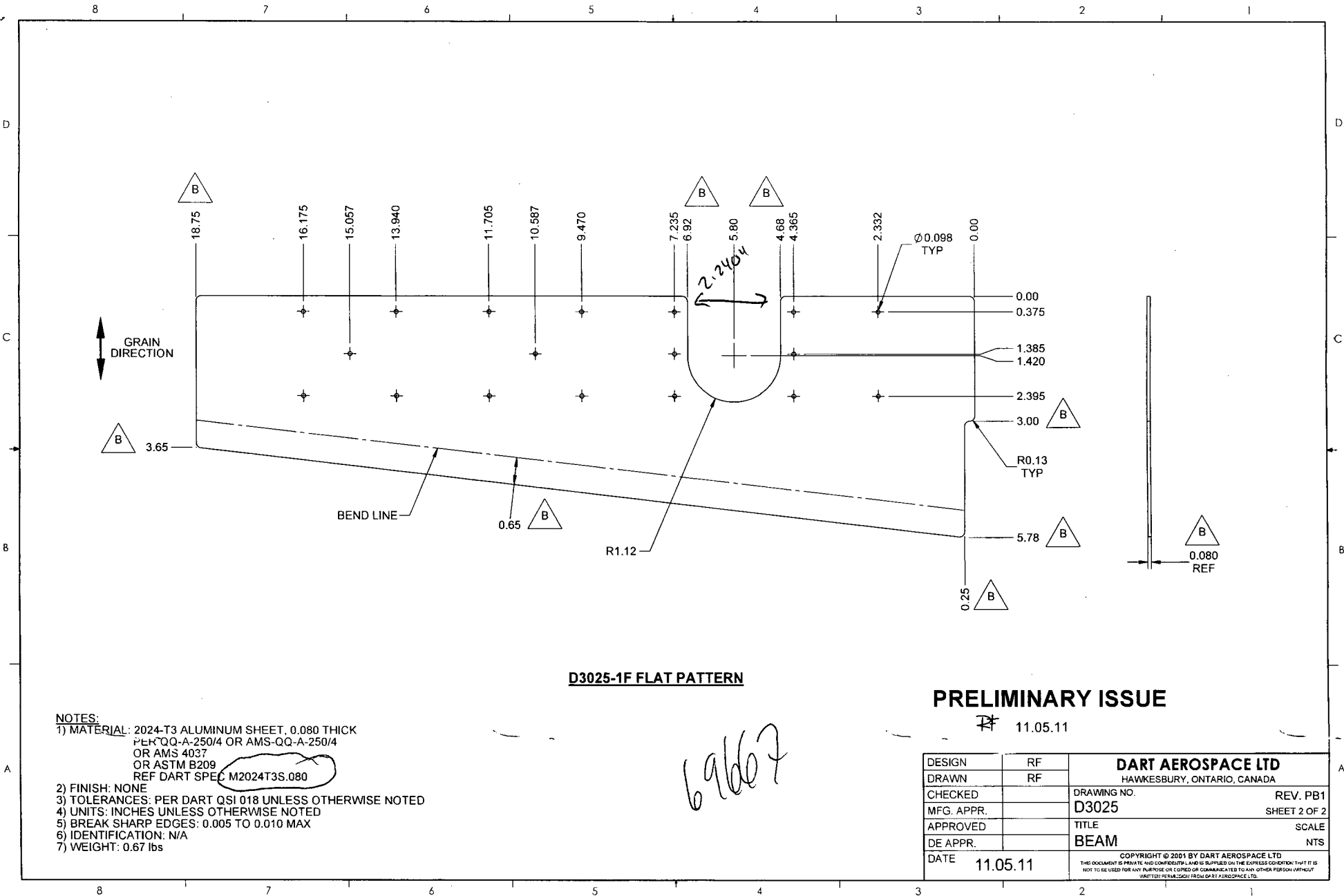
11.05.11

- NOTES:**
- 1) MATERIAL: MAKE FROM D3025-1F FLAT PATTERN
  - 2) FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1
  - 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
  - 4) UNITS: INCHES UNLESS OTHERWISE NOTED
  - 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
  - 6) IDENTIFICATION: IDENTIFY PER QSI 044 6.1
  - 7) WEIGHT: 0.67 lbs

*WTO 69667*

B	5.78 WAS 6.564 (ZN B2-2); 0.080 WAS 0.050 (ZN C2-1 & B1-2); DIMENSIONS CHANGED TO 2 DEC PLACES; REVERSE BEND	RF	11.05.11
A	NEW ISSUE	RF	01.05.18
REV.	DESCRIPTION	BY	DATE
DESIGN	RF	<b>DART AEROSPACE LTD</b> HAWKESBURY, ONTARIO, CANADA	
DRAWN	RF		
CHECKED		DRAWING NO. REV. PB1	
MFG. APPR.		D3025 SHEET 1 OF 2	
APPROVED		TITLE SCALE	
DE APPR.		BEAM NTS	
DATE	11.05.11	COPYRIGHT © 2001 BY DART AEROSPACE LTD THIS DOCUMENT IS PRIVATE AND CONFIDENTIAL AND IS SUPPLIED ON THE EXPRESS CONDITION THAT IT IS NOT TO BE USED FOR ANY PURPOSE OR COPIED OR COMMUNICATED TO ANY OTHER PERSON WITHOUT WRITTEN PERMISSION FROM DART AEROSPACE LTD.	

8 7 6 5 4 3 2 1



DART AEROSPACE LTD		Work Order: 69667
Description: BEAM		Part Number: D3025-1
Inspection Dwg: D3025-1, Rev: pb1		Page 1 of 1

# FIRST ARTICLE INSPECTION CHECKLIST

☒ First Article ☒ Prototype

Drawing Dimension	Tolerance	Actual Dimension	Accept	Reject	Method of Inspection	Comments
Ø .098	+0.004 - .001	.098	2		V H302	
3.65	+/- .030	3.661	2		V	
18.75	+/- .030	18.75	2		T B01	
5.98	+/- .030	5.760	2		V	
.375	+/- .040	.379	2		V	
1.385	+/- .010	1.387	2		V	
1.420	+/- .010	1.420	2		V	
2.395	+/- .010	2.397	2		V	
3.00	+/- .030	3.005	2		V	
.25	+/- .030	.247	2		V	
2.332	+/- .010	2.332	2		V	
4.365	+/- .010	4.369	2		V	
4.68	+/- .030	4.692	2		V	
5.80	+/- .030	5.80	2		V	
6.92	+/- .030	6.923	2		V	
7.235	+/- .010	7.234	2		V	
9.470	+/- .010	9.474	2		PROW502	
10.587	+/- .010	10.597	2		P	
11.705	+/- .010	11.702	2		P	
13.940	+/- .010	13.940	2		T	
15.057	+/- .010	15.057	2		T	
16.175	+/- .010	16.175	2		T	
16.75	+/- .030				V	
10.80	+/- .010	10.78	2		V	

Measured by: RB
Date: 11-5-14

Audited by: S
Date: 11/05/16

Prototype Approval:
Date:

to P81 Dwg only

Rev	Date	Change	Revised by	Approved
A		New Issue	KJ/JLM	

<b>DART AEROSPACE LTD</b>	<b>Work Order:</b>	69667
<b>Description:</b> Beam	<b>Part Number:</b>	D3025-1 (Bent)
<b>Inspection Dwg:</b> D3025 <b>Rev:</b> P131		<b>Page 1 of 1</b>

☒ ~~First Article~~      ☐ **Prototype**

[illegible]

Measured by:	SP	Audited by:	S	Prototype Approval:	N/A
Date:	11/05/16	Date:	11/05/16	Date:	N/A

to PB1 Dug out

Rev	Date	Change	Revised by	Approved
A		New Issue	KJ/JLM	



## Marc Bellavance

---

**From:** Aviation Parts <aviationparts@sfjbb.net>  
**Sent:** May 13, 2011 2:59 PM  
**To:** 'Marc Bellavance'  
**Subject:** SV: D3225 modification sugestion 2.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello Marc

We do not have the plate material available, hence it is equally quick for you to produce and ship it.

Please place the order for one ea. And we will proceed next Thursday.

Thank you for your assistances.

Have a nice weekend, Chairs.

Kjell

---

**Fra:** Marc Bellavance [mailto:mbellavance@dartaero.com]  
**Sendt:** 13. mai 2011 18:41  
**Til:** 'Aviation Parts'  
**Emne:** RE: D3225 modification sugestion 2.pdf

Hello Kjell,

We can't authorize what you are proposing.

We could manufacture the part for you. Shipping takes 2-4 days. This means that you could have the revised D3025-1 by next Thursday.

Let me know if this is acceptable and I will issue the no charge order.

Thanks.

Best regards,

Marc Bellavance  
Technical/Shop Support  
***DART aerospace Ltd.***

Tel: 613-632-5200 Ext. 243

Cel: 613-676-0992

Fax: 613-632-9311

E-mail: [mbellavance@dartaero.com](mailto:mbellavance@dartaero.com)

Web: [www.dartaero.com](http://www.dartaero.com)

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---

**From:** Aviation Parts [mailto:aviationparts@sfjbb.net]  
**Sent:** May 13, 2011 7:01 AM  
**To:** 'Marc Bellavance'  
**Subject:** SV: D3225 modification suggestion 2.pdf

Hello.

The form is OK, it is not in the way at all now.

Can this beam be in 0,050 plate and the doubler in 0.080?

This to simplify the production of the beam. To bend the 0,050 plate is easier.

This will be produced locally, with a supporting approval drawing and letter from you.

Best regards.  
Kjell

---

**Fra:** Marc Bellavance [mailto:mbellavance@dartaero.com]  
**Sendt:** 12. mai 2011 15:46  
**Til:** 'Aviation Parts'  
**Emne:** RE: D3225 modification suggestion 2.pdf

Hello Kjell,

Engineering is in the process of revising our manufacturing drawing in accordance with our email correspondence. Please see attached preliminary issued drawing. We would like you to confirm whether this will work or not.

Thank you,

**Marc Bellavance**  
**Technical/Shop Support**  
***DART aerospace Ltd.***

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---

**From:** Aviation Parts [mailto:aviationparts@sfjbb.net]  
**Sent:** May 9, 2011 5:06 PM  
**To:** 'Marc Bellavance'  
**Subject:** SV: D3225 modification sugestion 2.pdf

OK, Thank you.

Kjell

---

**Fra:** Marc Bellavance [mailto:mbellavance@dartaero.com]  
**Sendt:** 9. mai 2011 22:25  
**Til:** 'Aviation Parts'  
**Kopi:** 'Robbin Fraser'  
**Emne:** RE: D3225 modification sugestion 2.pdf

Hello Kjell,

Engineering are looking at the possibility of using a rectangular shape as you have suggested originally but this would require thicker material, maybe 0.080" instead of 0.050".  
I will let you know as soon as they get back to me.

Best regards,

**Marc Bellavance**  
**Technical/Shop Support**  
***DART aerospace Ltd.***

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**From:** Aviation Parts [mailto:aviationparts@sfjbb.net]  
**Sent:** May 9, 2011 3:23 PM  
**To:** Marc Bellavance  
**Cc:** Robbin Fraser  
**Subject:** D3225 modification sugestion 2.pdf

Hello Marc and Robin

I have been to the hangar today, and we do not like to punch a hole, there will not be much material left.

We have made a new suggestion, to modify it by shortening the left (tallest) side by 20 millimeter and to bend it the opposite way. That way we maintain most of the strength, and will avoid the pipe. See attached file.

What say.

## Marc Bellavance

---

**From:** Marc Bellavance <mbellavance@dartaero.com>  
**Sent:** May 13, 2011 12:45 PM  
**To:** 'jon@associatedaviation.com'  
**Subject:** RE: DART Dual High Back Seat  
**Attachments:** image001.jpg; image002.jpg

Hello Jon,

We got confirmation from an installer we have been working with that the revised D3025-1 would work. Based on our last phone conversation, it is my understanding that you need to deliver the aircraft on Monday. In case this has changed, we could manufacture the part for you on Monday and ship it overnight for a Tuesday delivery. Let me know if this is acceptable and I will issue the no charge order.

Thanks.

Best regards,

arc Bellavance  
Technical/Shop Support  
***DART aerospace Ltd.***

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---

**From:** Jon Van Schyndel [mailto:[jon@associatedaviation.com](mailto:jon@associatedaviation.com)]  
**Sent:** May 9, 2011 10:01 AM  
**To:** 'Marc Bellavance'  
**Cc:** 'Stow, Dan'  
**Subject:** RE: DART Dual High Back Seat

Hi Marc,

Started the dual seat installation today, quickly ran across an issue. The aircraft is post Eurocopter SB 25.00.63, so there is a reinforced structure under the floor, and a different rail. (see attached pictures).

What I propose, if there is not already a solution, would be to leave the outboard rail for your seat the same set up (except not install the flat shim under, since there is not one on the inboard side), and the inboard one simple use the existing structure (no need to add in the Dart rib), and drill the holes in the rail to match the existing anchor nuts.

If you could let me know that would be great.

Thanks,

Jon

*Best regards,*

**Jon Van Schyndel**  
*Director of Maintenance*

**Associated Aviation Ltd.**

**Timber Wolf Division**  
1142 Magnesium Road  
Haley Station, Ontario, Canada  
K0J 1Y0

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---

**From:** Marc Bellavance [mailto:mbellavance@dartaero.com]

**Sent:** March-30-11 3:09 PM

**To:** jon@associatedaviation.com

**Cc:** 'Stow, Dan'

**Subject:** RE: DART Dual High Back Seat

No problem Jon.

So yes, in theory, the seat could be converted back and forth. But it would be up to your customer to determine whether it is practical or not to go through such conversion each time. Could be a costly alternative on the long run, not to mention increasing potential damage risks.

Regards,

**Marc Bellavance**  
**Technical/Shop Support**  
***DART aerospace Ltd.***

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---

**From:** Jon Van Schyndel [<mailto:jon@associatedaviation.com>]  
**Sent:** March 30, 2011 11:46 AM  
**To:** 'Marc Bellavance'  
**Cc:** 'Stow, Dan'  
**Subject:** RE: DART Dual High Back Seat

Thanks Marc.

So in theory we could convert the seat back and forth for use in each aircraft, assuming we wanted to spend all the extra time and do the paperwork. (just so I know what to tell the owner, if I say it can't be done, I want to make sure).

Thanks,

Jon

*Best regards,*

**Jon Van Schyndel**  
*Director of Maintenance*

**Associated Aviation Ltd.**  
**Timber Wolf Division**  
*1142 Magnesium Road*  
*Haley Station, Ontario, Canada*  
*K0J 1Y0*

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---

**From:** Marc Bellavance [mailto:mbellavance@dartaero.com]

**Sent:** March-30-11 11:30 AM

**To:** jon@associatedaviation.com

**Cc:** Stow, Dan

**Subject:** DART Dual High Back Seat

Hello Jon,

Please find attached DSI 9419 Rev. A. It seems to me like what you need is to convert your D350-689-041 into a D350-689-043. But I don't think it will be possible to quickly transfer the whole seat from standard seat rails in one aircraft to energy attenuating seat rails in another aircraft without some disassembly/assembly.

Hope this helps.

**Marc Bellavance**

**Technical/Shop Support**

***DART aerospace Ltd.***

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